





## ADVERTISEMENTS.

A STORE.  
E. MAN with some  
Only Britishers

F. Telephone Office.  
11113

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR SHANGHAI.

THE Steamship

"CHINGTU,"  
Captain Inner, will be despatched TO-MORROW, the 11th instant, at Daylight.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 10th July, 1896. [1109]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR SHANGHAI.

THE Steamship

"FOOCHOW,"  
Captain Blackburne, will be despatched TO-MORROW, the 11th instant, at Daylight.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 10th July, 1896. [1110]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON,  
VIA STRAITS AND USUAL PORTS OF CALL.

(Taking transshipment Cargo for other  
Ports in the UNITED KINGDOM,  
RIVER PLATE, &c.)

THE Company's Steamship

"PAKING,"  
Captain H. L. Allen, will be despatched as above on MONDAY, the 13th instant, at 5 P.M.,  
For Freight, &c., apply to  
HOLLIDAY, WISE & Co.,  
Agents.

Hongkong, 10th July, 1896. [1111]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, SHANGHAI, NAGASAKI,  
MOJI, KOBE AND YOKOHAMA.

THE Company's Steamship

"NINGCHOW,"  
Captain H. Hays, will be despatched as above on MONDAY, the 13th instant, at 5 P.M.,  
For Freight, &c., apply to  
HOLLIDAY, WISE & Co.,  
Agents.

Hongkong, 10th July, 1896. [1112]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"RAVENNA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., via S.S. Australia.  
From Australia, &c., via S.S. Britannia.

Optional goods will be landed here unless instructed to be given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 16th instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in advance of payment.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here after which no Claims will be recognized.

H. A. RITCHIE,  
Superintendent.

Hongkong, 10th July, 1896. [1113]

"GLEN" LINE OF STEAM PACKETS.

FROM NEW YORK AND STRAITS.

THE Steamship "GLENLOCH,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 17th instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 14th instant, otherwise they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 11 A.M.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 10th July, 1896. [1114]

"RICKMERS" REGULAR LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, ANTWERP AND HAMBURG.

THE Company's Steamship "ELLEN RICKMERS,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Underwriter before Noon on the 16th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the FRIDAY, 17th instant, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 17th instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M. TO-DAY. Bills of Lading will be countersigned by  
ARNOLD, KARBURG & Co.,  
Agents.

Hongkong, 10th July, 1896. [1115]

## Today's Advertisements.

HONGKONG RIFLE ASSOCIATION.  
COMPETITION.

THE LONG RANGE CUP AND SPOONS  
will be SHOT for TO-MORROW  
(SATURDAY), the 12th instant, over the 700  
and 800 yards distances; under usual conditions.  
Firing to commence at 9.45 P.M.

F. SMYTH,  
Honorary Secretary.  
Hongkong, 10th July, 1896. [1109]

PERSEVERANCE LODGE OF  
HONGKONG, No. 1,165.

A REGULAR MEETING of the above  
LODGE will be held in the FREEMASONS'  
HALL, Zealand Street, on THURSDAY, the 16th  
instant, at 8.30 for 9 p.m. precisely. Visiting  
Brethren are cordially invited to attend.  
Hongkong, 10th July, 1896. [1109]

## Intimations.

DAKIN, CRUICKSHANK &  
COMPANY, LIMITED,  
VICTORIA DISPENSARY,  
HONGKONG.

## AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are  
made under the constant supervision of a duly  
qualified English Chemist and will bear com-  
parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSERS and  
other Large Consumers.

Any complaints should be addressed to the  
Manager.

Hongkong, 3rd May, 1896. [1437]

A. S. WATSON & CO.,  
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS  
OF

AERATED WATERS.

OUR AERATED WATER FACTORY is  
fitted with the best English Machinery, embody-  
ing the latest improvements in the trade.

The Finest Ingredients only are used, and the  
most Care and Cleanliness exercised in the  
Manufacture throughout.

The Water used is proved by repeated  
Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and  
placed on board ship at Hongkong prices, and  
the full amount allowed for Packages and Expenses  
when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is  
"DISPENSARY, HONGKONG."

And all signed messages addressed thus will  
receive prompt attention.

The following is a List of Waters always  
kept ready in Stock:—

PURE AERATED WATER.

SODA WATER.

LEMONADE.

POTASH WATER.

SALTZER WATER.

LITHIA WATER.

SARSAPARILLA WATER.

TONIC WATER.

GINGER ALE.

GINGERADE.

No Credit given for Bottles that look dirty or  
greasy, or that appear to have been used for any  
other purpose than that of containing Aerated  
Waters, as such Bottles are never used again  
by us.

A. S. WATSON & CO., LD.  
THE HONGKONG DISPENSARY.  
Hongkong, 4th July, 1896. [1116]

## BIRTHS.

On 29th June, at 12, Clove Hall Road, Penang,  
the wife of W. HAMILTON, of a son.

At Dunbar Hall, Penang, on the 29th June,  
the wife of J. Leith Wemyss, of a son.

At Shanghai, on the 3rd instant, the wife of  
A. R. ADAMS, of a daughter.

## MARRIAGES.

On 29th June, at Christ Church, Yokohama,  
by the Rev. E. Champneys Irvine, M.A., Rec-  
tor, E. FRANK KELLY to ANNIE BARTON,  
daughter of the late John McMillan Shaw, and  
sister of Mrs. P. E. Ford Stone, of Yokohama.

At Christ Church, Yokohama, on June 29th,  
by the Rev. E. Champneys Irvine, M.A., DONALD  
FRANK, Taverne, to CHRISTINE MARIE DRUM-  
MOND, of Yokohama.

## DEATH.

At the General Hospital, Singapore, on the  
night of Wednesday, the 1st July, PRATE  
CROCKER MCMASTERS, aged 42.

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## JAPAN TIDAL WAVE RELIEF FUND.

Mr. Jackson begs to acknowledge with thanks  
the following donations to the above Fund:—

H.E. Sir William Robinson, K.C.M.G., \$50  
Thomas Jackson, Esq., 50  
Rt. Rev. Bishop Burdon, 50  
Shewan, Tomes & Co., 100  
Dodwell, Carill & Co., 100  
Stimson & Co., 100  
David Sassoon, Sons & Co., 100  
E. D. Sassoon & Co., 100  
Arnold, Karberg & Co., 100  
Jardine, Matheson & Co., 100  
Melchers & Co., 100  
Gilman & Co., 100  
Holliday, Wise & Co., 100  
Reiss & Co., 100  
Bradley & Co., 100  
Carlowitz & Co., 100  
Wm. Meyer & Co., 100  
Gibb, Livingston & Co., 100  
Stoltenberg and Hagen, 100  
Noronha & Co., 100  
Sardars & Co., 100  
S. J. David & Co., 100  
Hongkong & Whampoa Dock Co., 100  
Douglas, Laprak & Co., 100  
Lums, Wegener & Co., 100  
V. H. Deacon, Esq., 100  
R. Marten, Esq., 100  
H. A. Ritchie, Esq., 100  
Ho Tung, Esq., 100  
W. C. Humphreys & Co., 100  
W. R. H., 100  
Hankow Daily Press, 100  
D. Warren Smith, Esq., 100  
Captain Hall, 100

THE JAPAN TIDAL WAVE RELIEF FUND.  
\$2,080

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

General Chamber of Commerce.  
Hongkong, 10th July, 1896.

DEAR SIR,—The Colonial Secretary has for-  
warded to this Chamber copy of a letter received  
from H.B.M.'s Consul at Ningpo announcing  
that from the 1st July quarantine has been  
imposed at that port on vessels arriving from  
Hongkong.

I am, dear Sir,  
Yours faithfully,  
R. CHARTERTON WILCOX,  
Secretary.

[What reason there can possibly be for this  
action is a mystery. It seems to be on all  
forms the most unnecessary imposition of fifteen  
days' quarantine at Ningpo, which is as useless  
as it is unnecessary and exceedingly annoying  
to all who are interested in the Hongkong-  
Ningpo trade.]

LOCAL AND GENERAL.

THERE were three cases of plague to-day—two  
in the city and one at Quarry Bay.

THUS the Straits Free Press of the 2nd July:—  
It is very satisfactory to find that the number of  
cases of Ind. leprosy is lessening rapidly;  
no cases have been reported in the last twenty-  
four hours, the same freedom occurring on three  
out of the last four days.

THE "boy" arrested by Detective Mulver  
for committing several robberies from  
foreigners recently, was this afternoon sentenced  
by Captain Hastings to ten months' imprison-  
ment with hard labour—two months each for  
two burglaries, and one month each for six  
robberies.

FROM advices received from the masters  
of vessels running to Hothow, Pakhoi, and  
Halphong, it appears that the sand banks in  
the South Channel near Halphong Point are  
working constantly to the south, with the result  
that where formerly eight and ten fathoms of  
water was to be had, there is now only three or  
four fathoms. Two steamers have recently  
grounded in this Channel, and, although no  
great damage has yet occurred, it behoves  
masters to be very careful and make constant  
use of the lead when navigating this difficult  
passage.

THUS the Hamburg correspondent of the Z.  
& C. Express:—In consequence of the growing  
business connections between Germany and  
China the Imperial Government at Berlin  
intends to increase the number of consulates  
in the Celestial Empire. At present Germany  
has consulates at Amoy, Canton, Foochow,  
Shanghai, Tientsin, Hankow, Swatow, and  
Chefoo. As for the other spots where consulates  
are to be created a definite decision has not yet  
been come to, but the Government is communi-  
cating with commercial circles in Germany  
about those places where they consider new  
consulates to be necessary.

THIS morning two rival gangs of boarding house  
runners boarded the steamer Glenloch in quest  
of passengers, and it was not long before there  
was a regular fight between the two factions.  
The Police were soon on the scene and suc-  
ceeded in arresting nineteen of the combatants.  
On being called up before Captain Hastings  
later, the two masters were fined \$5 each for  
boarding the vessel without the master's per-  
mission, and \$5 each for fighting on the  
steamer. The seventeen rumpusmen and run-  
ners were fined \$15 each for boarding the  
steamer without leave, with the option of six  
weeks' "hard" and \$10 each or one month for  
fighting.

MEMORANDA.

TO-MORROW, 11th July.

Noon—Meeting of the Wanchai Warehouse  
and Storage Co., at No. 5, Queen's Road  
Central.

4 p.m.—Victoria leaves for Victoria, B.C., and  
San Francisco, via usual ports of call.

THE Java Bank distributes a six per cent.  
dividend for 1895.

LIEUTENANT John A. C. Semerville, and Batta-  
lion Northumberland Fusiliers, has been  
appointed Garrison Adjutant at Singapore, vice  
Captain R. H. Isaacs.

REFERRING to what has recently appeared in the  
papers about the awful catastrophe in Japan, the  
underlined, with the concurrence of H.E. the  
Governor, will be glad to receive subscriptions  
in Hongkong.—T. JACKSON.

MR. ASQUITH, speaking at Reading, said that  
as regards the defence, there might be an  
informal union with the colonies, but the com-  
mercial federation proposed by Mr. Chamberlain  
was unworkable, and the British workers would  
not tolerate a scheme for tampering with trade  
for the sake of an imaginary expansion of  
friendship.

MR. HARRY DE WINDT (a special correspondent  
of the Pall Mall Gazette, and a distinguished  
traveller) left Victoria, British Columbia, on 6th  
June for Sitka, on his overland journey from  
New York to Paris via Alaska and Siberia. He  
will winter at East Cape, Behring Strait, pre-  
ceding thence to Nijni Kolyma, a Siberian  
settlement 1,500 miles distant on the Arctic  
shore. A journey of another 2,200 miles will  
bring him to Yakutsk, whence he will make his  
way homeward by way of Tomsk and Irkutsk.  
He expects to reach Paris by the spring of next  
year, the distance covered being 17,000 miles.  
He will have to make use of dogs and reindeer  
to a considerable extent.

THE contract for the construction of the prolonga-  
tion of the Lungson railway to the town of Lung-  
chow, with the eventual further line into Kwang-  
chow, has, says the L. and C. Express of the 12th  
June, been signed by the Compagnie Fives-  
Lille. This has been secured by the energetic  
intervention of M. G6nard, French Minister at  
Peking. "It is a success for our diplomacy,"  
remarks the Times, "for our colony of Indo-  
China will thus be able to counteract, for the  
country neighbouring Tong-King, the results  
that might have followed the opening of the  
Si-Kiang to international commerce."—It may do  
so for the immediate neighbourhood, but, for  
anything beyond, the West River must prove the  
best route.

AN application was made to the Admiralty Court  
on 8th June on behalf of the owners of the steam-  
ship Crackle for a decree limiting their liability  
for the damages occasioned by the collision with  
the North German Lloyd steamship Siboga to £15  
per ton on the gross registered tonnage of the  
Crackle, amounting to £6,877, according to the  
provisions of the Merchant Shipping Act. Mr.  
Justice Barnes granted the application with  
liberty to apply upon any questions affecting the  
life claimants and the net proceeds of the sale of  
the Crackle, which was ordered by the Rotterdam  
Court, the case to be brought up again at an  
early date; the applicants in the meantime to pay  
the amount of £8 per ton on the tonnage of the  
Crackle into Court and to give bill for the  
remaining £7 per ton.

We learn with satisfaction that Dr. Cantile has  
had a warm welcome to his former home in the  
Charing Cross Hospital and has been appointed  
Lecturer on Applied Anatomy, which he de-  
scribes as a delightful subject



the meeting a General Committee was formed, which included the gentlemen then present, and, in addition, the Marquis of Lansdowne, Lord Roberts, General Sir George White, Sir Andrew Scoble, Sir Alfred Lyall, Sir H. S. King, Sir W. Hunter, Mr. Meredith Townsend, General Richard Sturges, and Mr. William Blackwood. The form of the memorial also took into account the future consideration of the Committee, as it would depend on the amount subscribed, but the suggestions tended towards a bust of Sir George for the India Office and a medal for valuable contributions to military literature.

## COMMERCIAL ITEMS.

The directors of the Eastern Extension, Australasia and China Telegraph have declared an interim dividend for the quarter ended March 31st last of 25.5d. per share, free of income tax, payable on the 15th July. The share register will be closed from July 7th to 14th, both days inclusive. The Hamburg tobacco business is greatly disturbed by Spain having forbidden the export of tobacco leaf from Cuba. Business men, therefore, are looking to Sumatra and other tobacco of the Far East to fill up the gap, and very high prices are already paid for these descriptions. The value of Sumatra and Borneo tobacco will probably advance considerably, and thus the Eastern planters will reap the benefit of the Cuban embargo.

Announcement is made of the completion of arrangements for the amalgamation of the business of fifteen private companies as a joint-stock bank, with the name of Barclay and Company (Limited). The registered capital will be £5,000,000, of which £5,000,000 will be issued, and subscribed; £5,000,000 will be paid up, and a further sum of £5,000,000, provided as a reserve fund, will be subscribed by the amalgamating firms, which include a number of private banks all over the country.

According to the valuations for the tobacco sale at Amsterdam, Borneo shows up well. For 198 sales of L.A.B. in diamond mark the valuation is £119, which is the highest of all tobacco at the sale. The same company's other 237 sales are valued at £77, or £1.05 for the ruling lots. For 217 sales of Darvel Lahad Data £118 is the average valuation, and £66 for 183 other sales, or £1.03 together. New London Borneo shows at £1.00 for 431 sales from Raman state. The highest Sumatra valuations are £1.12 for 377 sales T.R. (Lag. ka), and £1.07 for 45 sales Dell Lag. ka. M.J.S. Cyl/Deli. They are the only two lots of Sumatra whose valuations run into three figures.

Jenkins and Co. (Limited) have been registered by Parker and Co. with a capital of £100,000, divided into 10,000 shares of £10 each. The object is to acquire, by purchase or otherwise, as a going concern, the business of shipowners, &c., as hitherto carried on by D. J. Jenkins (deceased), under the style or firm of Jenkins and Co., including the "Shire" line of steamers trading to China and Japan, and to carry on in all or any of their respective branches the business of shipowners, shipbrokers, freight contractors, and managers of shipping property. The shareholders are—Messrs. A. Jenkins, 131, High Street, New Park; N. F. Jenkins, Burnside, Finner; F. W. Jenkins, Bradbourne, Dere, Sevenoaks; Mrs. D. B. Montefiore, Westbury, Wiltshire; E. G. Jenkins, 36, Lime Street, E.C.; A. R. Jenkins, Postland, Italy; each of whom takes one share. The first directors are N. F. Jenkins, F. W. Jenkins, and T. E. Nash. Qualifications, £500. Remuneration, £500 per annum each. The registered office is at 35, Leadenhall Street, E.C.

The opening ceremony of the new Rhine harbour at Düsseldorf took place on the 30th of May.

A new port called Port Chamette has been opened on the Mississippi to facilitate the shipping trade of New Orleans.

Five million roubles have just been granted by the Russian Government for the extension of the port of Batoum, and 750,000 roubles for the improvement of the naphtha harbour there.

A German paper states that the boilers of several war vessels of the *Sachsen* and *Stettin* class are being rendered suitable for the consumption of coal instead of oil.

The interval during which the German Emperor in conjunction with the Federal Council has the right to determine the tariff of duties chargeable on the North Sea and Baltic Canal has been, by a law passed on the 27th May, extended to the 30th September, 1896.

The Dutch merchant navy consisted on the 31st December last of 378 vessels, 160 of the number being steamers. The aggregate tonnage has been gradually increasing since 1878, in that year it stood at 444,465 register tons; last year it was 844,056 tons.

Twenty-two were invited from five German and seven British shipbuilding firms for the building of the three new twin-screw steamers for the Brazilian service of the North German Lloyd Company, and German yards have secured all the work. One of the boats will be built by the Blohm and Voess Company, Hamburg, one by J. Tecklenburg, Geestemünde, and the other by the Seebeck Company, Geestemünde.

The first meeting of the Shipping Council—the committee was described in the *Panorama* on the 22nd May—took place at the Ministry of Marine, Paris, on the 2nd inst., under the presidency of Admiral Besnard, the Minister. After his opening speech the Minister proposed that five Committees should be appointed to attend to the various branches of the Council's work, viz. statistics, navigation, equipment, manning, and the fisheries. The proposition was agreed to.

If a similar rate of freight could be obtained for and with cargoes from the Atlantic ports of the United States to Eastern Asia, American commerce would be benefited, writes U.S. Consul Seymour from Canton, but, at present, and for many years past, all of the steamships laden with Atlantic cargoes for the Atlantic ports of the United States generally return to Asia with European cargoes; or, if any cargo off the Suez Canal comes from American Atlantic ports, it is subject to double freight—that is, from America to Europe and from Europe to Asia, with transshipment at some European port usually. It is high time for Americans to establish direct communication, with the freight as low from New York to Asia as from Hongkong to America (25s. per ton) and as low as from Europe to Asiatic ports.

The new Blue Funnel steamer *Patriarch* leaves on her maiden voyage to Far Eastern Ports in a day or two. Like the *Princess Alice*, now on her maiden voyage to Japan, she is 430 feet long, or fourteen feet longer than the *Diomed* and *Albatross*, forty-nine feet broad, and thirty-one feet six inches deep. Her registered tonnage of 4,350, gross tonnage 5,500, and cargo capacity 7,500 tons, whilst engines of the triple-expansion type indicating 4,000-horse power give a speed of about fourteen knots an hour. The *Patriarch* is fitted with a hull and appliances for lifting weights up to thirty-five tons. A third new steamer for the same line, the *Glaucus*, was launched on the 2nd inst., and is to be named the *Andromeda*, is now under construction at Belfast.

## NEWS BY THE AUSTRALIAN MAIL.

The China Navigation Co.'s steamer *Chingtu*, Capt. R. Innes, from Sydney and ports, arrived in harbour to-day. For the subjoined telegram we are indebted to our Colonial exchanges—

LONDON, June 11th.

In the match against the Marylebone Cricket Club the Australian cricketers were defeated by an innings and 18 runs.

The Australian have sustained their first defeat. The play throughout was of a phenomenal character. The Marylebone eleven made 210 in their first innings. The Australians, going in to bat, were all dismissed for a total score of 181.

Following on, they were disposed of in the second innings for a total of 183. The English team was composed of Grace, Stoddart, and Prince Ranjitsingh, and several of the best professionals in England.

June 10th.

In the second innings of the Australians in their late match against the Marylebone eleven, Hearne, the English bowler, took all the visitors' wickets. The highest scores on the side of the Australians were—Darling, 70, and Eady, the Tasmanian, 42.

The trial of Dr. Jameson and his officers is now proceeding in London. Colonel White's diary, containing full and complete evidence as to the existence of a plot for the overthrow of the Boer Government, has been produced by the prosecution.

Japan has submitted orders to various English firms for the immediate construction of ten more vessels of war.

Several more American filibustering expeditions have started for the island of Cuba to assist the rebels in their struggle against Spain.

June 17th.

800 cases of cholera were reported at Cairo during the past week.

A robber entered the Wyckoff bank at New Amsterdam, New York, and demanded a large sum of money; which being refused he shot Wyckoff and then shot himself. Both were fatally injured.

The Emperor William has forwarded to the first Dragoon, of which he is honorary Colonel, a gold laurel wreath in memory of the battle of Waterloo.

SYDNEY, June 10th.

At the Tivoli Theatre, Sydney, last night, a young man named Gill, when trying to clamber into a seat near the front gallery, fell over into the stalls, terribly injuring another man.

MELBOURNE, June 10th.

At the Criminal Court in Melbourne a Chinese named Yip was fined £100 and sentenced to three months' imprisonment for conducting a lottery, and another Chinaman was fined £50 and three months' imprisonment.

BRISBANE, June 10th.

The Meat and Dairy Produce Encouragement Board have made a grant of £200 to the Campagnie De La Meunerie, Paris and Havre, for the erection of agricultural cold stores and depots at Havre for Australian produce.

SYDNEY, June 10th.

A circular sent to the colliers' proprietors by the managers of vessels lying in Newcastle harbour, warning coal carriers not to have a negative reply, the owners pointing out that had they reduced the wages in proportion to the reduced selling price the coal hawking rate would be much lower than at present. The owners of five of the largest Newcastle colliers have left for Sydney to attend a conference to discuss the present situation.

June 18th.

The leading unionists at Newcastle have declared that any attempt to lower the wages of coal carriers will be resisted, though the men should suffer the greatest poverty in consequence.

As a result of the Newcastle strike several of the oldest customers in New Zealand for the Newcastle colliers are permanently transferring their business to the West Port mines.

Japanese coal is also coming into serious competition with Newcastle coal.

ADELPHI, June 25th.

Owing to the implication of certain high officials, the Czar has vetoed any further inquiry into the recent Moscow tragedy.

The Matibelle rebellion, supposed to have been smothered, is said to be again spreading. Great activity is being displayed in the American apparatus and dockyards, and the United States reiterates its determination to aid Cuba in its struggle for independence.

Spain is also busily preparing for a struggle, and has just concluded the purchase of several warships.

Venezuela has arrested another British official found trespassing.

The Prince of Wales' yacht *Britannia* has beaten the Emperor of Germany's yacht *Meteor* in the first contest.

The Western Australian Government has determined to float a loan of £5,000,000, which is proposed to expend chiefly in waterworks and railways.

RUSSIA'S DESIGNS IN THE PACIFIC.

The following is extracted from an article in the *St. Petersburg Novoye Vremya*, and is interesting, if not very accurate. A number of very offensive anti-English opinions, for which the paper is notorious, are omitted. The writer dismisses Port Arthur and Vladivostok as if they highly admire they do not fulfil the desired object, though he erroneously thinks that Port Hamilton does, and proceeds—

## EUROPEAN SILK FILATURES IN CHINA.

M. Dubail, the French Consul-General at Shanghai, has recently sent home a very interesting paper on the subject of European silk mills in China, and the rapid development of that industry. He notes the difficulties that have had to be encountered in overcoming the prejudices of the Chinese to the introduction of European industrial methods, and even now it is only at Shanghai where any real and complete progress has been made. The chief industries actually established, or in course of being established, at Shanghai relate to the two principal products of the country, silk and cotton. The manufacture of the first of these textiles has long existed at Shanghai, but the manufacture of cotton, on the contrary, is for the most part at the present moment far from a state of activity, and its final success is, perhaps, a matter of some doubt. This difference is explained by the reason that the manufactured silk is intended for European exportation, while cotton and cotton-yarn are for native consumption.

The first trial of mechanical silk-spinning at Shanghai was made in 1859 by the firm of Jardine, Matheson and Co., but this establishment disappeared after two years, as it was not until twenty years later that Messrs. Russell and Co. founded, upon the initiative and under the direction of a Frenchman, M. Paul Brunat, the Keesing Spinning Association, which possessed 200 spindles. In 1892 Messrs. Jardine, Matheson and Co. established a second mill with 200 spindles, and they were promptly imitated by Messrs. Iveson and Co. and Messrs. Gilmore and Co., then later by Messrs. E. Bayler and Co., Arnold, Kueberg and Co., and Dyes and Co. These firms formed an association with some Chinese merchants, the European houses reserving the exclusive sale of the products manufactured. Thanks to the energy of M. Brunat, the Keesing Spinning Association was saved from the failure of Messrs. Russell & Co., and was formed into a limited company under the title of The Shanghai Silk Spinning Company, Limited (Chinese name Pao-chong), with a capital of 2,000 shares of Tls. 100 each, of which only 1,419 were subscribed. This took place in 1891. This company has prospered, and has taken over the mill of Messrs. Iveson and Co., which gives it really two establishments with 958 spindles, producing 1,380 bales of silk each (the picul is about 65 kilograms).

It is difficult to ascertain the capital of the other mills, which, as noted above, are conducted in association with groups of Chinese merchants. However, the Shanghai Silk Spinning Company may be cited, of which the capital is Tls. 140,000. This has lately been sold to a Chinese syndicate, which has taken the actual name and given the agency and representation to Messrs. Dyes and Co. The approximate capital of a silk mill may be taken at Tls. 40,000, which gives 1,400 spindles with a total capital of Tls. 800,000 for the thirteen mill at present in existence. With the new mill in course of construction or projected, which should commence operations at the opening of the season (June, 1896), there would be at Shanghai 200 mills with 1,500 spindles, representing Tls. 1,000,000. The production, which for the season 1895-96 was 2,000 bales of a picul each, was estimated for last season at 6,275 bales, and for this, 1896-97, at 6,000 or 8,000 bales.

THE YEN S. THE MEXICAN.

[Singapore Free Press, July 1st.]

The Japanese yen has replaced the Mexican dollar almost entirely, at least in the Straits. Why? For millions of Mexican dollars have gone away. Where? Into the melting pot to make cheap dollars? Perhaps.

We cannot say that with four Mexicans and some other metal five yen can be made, because the fineness of the two is the same. Nevertheless the yen has driven away the Mexican in millions from the Straits and Hongkong.

From Japan we import more than we export; hence we have to pay more to that country than she has to pay to us. She sends us large quantities of coal, much of which we burn, and she sends us to pay for, while her sons and daughters constantly remit sums home. Then, our money ought to go to Japan, not Japan's money come to us. Yet it does come, and in large amounts. Is the yen to be the universal silver coin?

All our debts, old and new; our bank notes and mercantile documents; our revenues and expenditure of thousands of dollars by the fall in exchange, Mexican dollars. Why then is the yen replacing the dollar? Is it a legal coin? Stop! And what is the reason? Is it a legal coin? Stop! And what is the reason? Is it a legal coin? Stop!

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## LATE TELEGRAMS.

LONDON, June 23rd.

The Liberals have carried the general elections in Canada, defeating the Government. Mr. Laurier, their leader, will be the first French Canadian Premier. The victory is due to the desire of the French to see their compatriot as Premier and out of resentment to clerical domination.

The latest news from the Nile expedition states that Captain Mahdoud has reached Vedem at the foot of the Kather Cataract. This is three-quarters of the way from Wady Halfa to Dongola.

Advices from Syria state that a rising has taken place among the Druses, who have annihilated four companies of Turkish troops and captured several guns.

The Turkish authorities are despatching troops from Salonica to the scene of the disturbances.

Spain is sending a hundred thousand fresh troops to Cuba in batches between August and January.

The Commission appointed to enquire into the financial relations between England and Ireland have reported that Ireland is overtaxed to the extent of two and three-quarter millions sterling annually.

The Times states a colonial force has been despatched to Acarabish in British Guiana to protect the British surveyors.

The Powers are completely united over the Cretan question, and besides their demands of a Christian Governor and a general amnesty they recommend the execution of the Halepa Convention of 1878.

Lord Salisbury has instructed the Marquis of Dufferin to thank President Faure on behalf of the nation for the humanity and kindness shown to all classes of the victims of the wreck of the *Drummond Castle*.

LONDON, June 25th.

Li Hung-chang is suffering from a bad cold and is confined to his house at Hamburg.

Uma Khan and suite reach Bombay on the morning of the 25th June.

SINGAPORE, June 24th.

During the calendar year 1897 not more than 39,000 chests of Bengal opium will be offered for sale, and not more than 3,450 chests in each month of the year. Of the quantity to be offered for sale each month not more than 1,515 chests will be Bengal opium, and not more than 1,645 chests of other opium, and no reduction will be made in these quantities without three months' previous notice.

LONDON, June 24th.

The Natal contingent routed two thousand Mashona after severe fighting on Monday near Hartley.

There is a strong feeling at Cape Town owing to the massacre of several well-known families in Mafekingland, and the Cape Assembly have petitioned the Government to offer the aid of volunteers who are accustomed to native warfare for the suppression of the rebellion.

NEW "GLEN" LINER.

The steamship *Glenloch*, Captain McGregor, the latest addition to the popular "Glen" Line, arrived here to-day from Singapore on her maiden voyage to the Far East. She is a splendid vessel. Her length is 400 feet, breadth 40 feet, and depth 31 feet 4 in. Her D.W. capacity is 1,100 tons, whilst measurement cargo, at 40 cubic feet to the ton, she can carry upwards of 8,800 tons. She was built by the London and Glasgow Iron Shipbuilding and Engineering Company at Govan, Glasgow, and her trial trip was to New York. From there she came on here. The engines of the *Glenloch* are of 950 horse-power and give a speed of 12½ knots per hour. The daily consumption of coal is 40 tons. The engines are of the latest improved type, Howard's forced draught being fitted to all the boilers, which are of the single-ended type. The vessel is lighted throughout by electricity, the berths having portable lights as well as fixed lights. Large portable electric lights are used in the lower holds and upper deck to facilitate the removal of cargo. She has excellent accommodation for her officers, engineers, and crew. The *Glenloch* is built mainly for the carrying trade, but she has splendid accommodation for three first-class passengers. The saloon, on the lower bridge, is fully upholstered in crimson velvet, with revolving chairs and lounges. The panelling of oak and teak is charming, and a general air of lightness and comfort pervades the apartment. On the saloon, on the starboard side, is the captain's room, with bathroom attached.

NAVAL NOTES.

LONDON, June 12th.

Rear-Admiral Charles L. O'Leary, Second in Command on the *Chilna* Station, hoisted his flag on the *Grafton* cruiser, Captain E. J. Jones, at Sheerness on 6th inst. The *Grafton* left Sheerness on 10th inst. for China. The *Edgar*, Rear-Admiral W. H. Henderson, arrived at Spithead yesterday, and later proceeded for Malta.

The new Japanese battleship *Fuji* is now lying in the Victoria Dock in London, and alongside her is a large floating crane to hoist her machinery and other heavy weights on board. The military mast has already been stepped in its place and the flagpole fitted. Work on board her is being expedited in every way.

The cruiser *Vernon* left Odessa on 3rd inst., conveying a large contingent of Cossacks for Vladivostok, besides nearly 200 sailors for the Russian Pacific Squadron, together with a quantity of war material. Within a very short time, in addition to the above, one cruiser and three transports have left Odessa with ammunition, rails and rolling-stock, and a vast quantity of gun stores. Another party of Red Cross nurses has also left Odessa for the Far East.

It is believed in certain naval circles at home that H.M.S. *Ranunculus* is ultimately to supersede the *Comet* as flagship on the *Chilna* Station. A home paper of the 4th June says—"The *Grafton* steams down the Medway this afternoon, but some days will elapse before she leaves, these shores finally for China. At Sheerness compasses will be readjusted, and powder and other explosives shipped. Rear-Admiral O'Leary joins at Plymouth, the last part of the 12th inst. is stated, and it is expected that the battleship *Ranunculus*, which ready for commission at Portsmouth, is destined to carry the flag of the Commander-in-Chief in China, while the *Admiral* and staff of the *Grafton* will be transferred to the *Comet*. But another authority says on this point—"It is stated that the *Ranunculus*, the prototype of five other battleships now being built, will probably in four or five weeks' time hoist the flag of Vice-Admiral Sir John Fisher, R.N., as proposed on a cruise which will be a view to the East, and the battleship *Ranunculus* will be thoroughly tested. It is all but universally believed that she will eventually become the flagship in North America."

The following appointments were notified at the Admiralty on the 10th inst.—*Commander* Reginald W. S. Rogers to the *Albatross*, additional for command division at Malta; *Commander* J. J. F. F. to the *Phoenix* for service in ships and destroyers of the *Stirling* class.

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## Intimations.

## KOPS ARE STILL RUNNING

14 Gold Medals Awarded in 1894 &amp; 1895.



BRIGHT PURE!! SPARKLING!! Brewed and Bottled with Hops only.

Sole Agents for Hong Kong and the Empire of China,  
WATKINS & CO., 66, Queen's Road Central Hongkong.  
WAI KIN TAI YUEN FONG (胡榮大建威)

## EASTERN MICA WORKS.

## SCORED AGAIN!

HOLDSWORTH'S MICA COMPOSITION

IS PROVED AGAIN TO BE BETTER THAN ANY OTHER.

(SEE TESTIMONIALS)

MORE EFFICIENT NON-CONDUCTOR,

AND

THIRTY PER CENT. CHEAPER THAN BELL'S ASBESTOS.

DRY COMPOSITION IN 1 CWT. BAGS, P.O.B.

IN TIERCES READY FOR USE.

ONE TON COVERS 200 SQ. FT.

"X.G."—ASBESTOS COMPOSITION DRY IN CWT. BAGS.

For further Particulars, Prices, or Estimates, apply to

C. HOLDSWORTH,  
EASTERN MICA WORKS,  
HONGKONG.

Hongkong, 24th June, 1896.

**SOCIETE ANONYME DE TRAVAUX D'YLE ET BAGALAN**

Capital 1,000,000 Francs

10, rue de Valenciennes, Paris

Constructing and repairing  
Railways and Bridges

Apply to Messrs. DODWELL, CARILL & Co., Hongkong, Agents.

## COMBUSTION

In the human body is of the utmost importance in determining vitality. Unless combustion is active, the vital organs lose their power, the body loses flesh, skin becomes pale, and the whole system is in danger.

## Scott's Emulsion

Induces a healthy combustion, by supplying the blood with the principle of carbon—the principle which enriches the blood, assists in making healthy flesh, and gives force to the vital organs. By taking Scott's Emulsion you gain the human steam that keeps the body vigorous. It nourishes when all other food is of no avail. All Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS &amp; Co., Hongkong.

## Shipping.

## STEAMERS.

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.  
(Subject to Alteration.)

Albion ..... Wednesday ..... 15th July.  
TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"ALBION" will be despatched for VICTORIA, B.C. and PORTLAND, OREGON, via KOBE and YOKOHAMA, on WEDNESDAY, the 15th July. Consular Invoices of Goods for United States Points should be in QUADRUPPLICATE, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to

SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 2nd July, 1896. [1043]

JAVA, CHINA, JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA

PROPOSED SAILINGS.  
(Subject to Alteration.)

JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.

S.S. *Federatia* ..... To JAVA ..... 1st July.  
S.S. *Cassius* ..... To JAVA ..... 8th Aug.  
S.S. *Gemania* ..... To JAPAN ..... 1st July.  
S.S. *Federatia* ..... To JAPAN ..... 8th Aug.

General Agents for China & Japan,  
LAUTS, WICKHAM & Co.,  
Hongkong, 4th June, 1896. [1044]

## Shipping.

## STEAMERS.

"MOGUL" LINE OF STEAMERS.  
FOR KOBE AND YOKOHAMA.  
(Calling at NAGASAKI if sufficient inducement offers.)

THE Steamship

"OCAMPO,"  
Captain Hawkins, will be despatched for the above Ports TO-MORROW, the 15th instant, at Noon.

For Freight or Passage, apply to  
DODWELL, CARILL & Co.,  
Agents.  
Hongkong, 10th July, 1896. [1006]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.  
FOR MANILA, VIA AMOY.

THE Company's Steamship

"ESMERALDA,"  
Captain G. A. Taylor, will be despatched for the above Ports TO-MORROW, the 15th instant, at 5 P.M., instead of as previously advertised.

This Steamer has Superior Accommodation for Passengers, and is fitted with the Electric Light.

For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 9th July, 1896. [1009]

"GIBB" LINE OF CHINA AND AUSTRALIAN STEAMERS.  
FOR SYDNEY AND MELBOURNE.  
Calling at FOCHOW.

(Taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"SIKH,"  
Captain J. Rowley, will be despatched as above on or about the 15th instant.

For Freight or Passage apply to  
GIBB, LIVINGSTON & Co.,  
General Managers.  
Hongkong, 1st July, 1896. [1007]

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG,"  
Captain Davis, will be despatched for the above Ports on SUNDAY, the 12th instant, at Daylight.

For Freight or Passage, apply to  
DOUGLAS LAFRAIK & Co.,  
General Managers.  
Hongkong, 9th July, 1896. [1105]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

THE Steamship

"AUSTRALIAN,"  
Captain P. Helms, will be despatched for the above Ports on SUNDAY, the 12th instant.

The attention of Passengers is specially drawn to the Superior Accommodation offered by this Steamer—First Class Saloon being situated forward of the Engine, and Second Class in the Poop.

A Refrigerating Chamber carries the supply of Ice and Fresh Provisions during the entire voyage, and the Steamer is fitted throughout with the Electric Light.

A Stewardess and a daily qualified Surgeon are carried.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 4th July, 1896. [1004]

FOR CHEFOO AND TIENSIN.

THE Steamship

"FUPING,"  
Captain Clemens, will be despatched for the above Ports on MONDAY, the 13th instant, at 5 P.M.

For Freight or Passage, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 9th July, 1896. [1104]

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"NAMO,"  
Captain Hall, will be despatched for the above Ports on TUESDAY, the 14th instant, at Noon.

For Freight or Passage, apply to  
DOUGLAS LAFRAIK & Co.,  
General Managers.  
Hongkong, 9th July, 1896. [1106]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
(Under Mail Contract with the AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"MARQUIS BACQUEHEM,"  
Captain G. Contens, will leave for the above places on TUESDAY, the 14th instant.

For Freight or Passage, apply to  
SANDER & Co.,  
Agents.  
Hongkong, 8th July, 1896. [1009]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR KOBE (DIRECT).

THE Company's Steamship

"AMAR,"  
Captain D. Smith, will be despatched as above on WEDNESDAY, the 15th instant, at 4 P.M.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 6th July, 1896. [1001]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR SAMARANG AND SOERABAYA.

THE Steamship

"TIENSIN,"  
Captain Clegg, will be despatched on WEDNESDAY, the 15th instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 6th July, 1896. [1003]

FOR PENANG AND SINGAPORE.  
THE Steamship

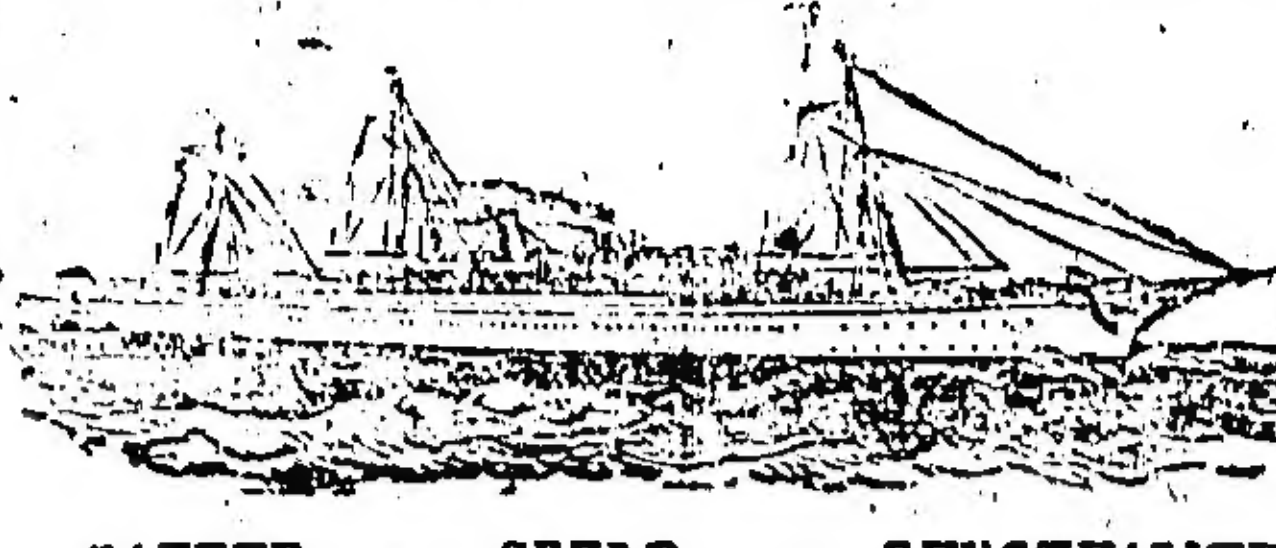
"INGRAN,"  
Captain Di-dreches, is expected to arrive here on the 15th instant, and will leave for the above Ports (proceeding direct to Penang and calling at Singapore on the return voyage to Hongkong) on or about THURSDAY, the 16th instant.

For Freight or Passage, apply to  
FOKE CHONG AH YON & Co.,  
44, Prince Street.  
Hongkong, 6th July, 1896. [1002]

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 22nd July.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 12th August.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 2nd September.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PASSENGER TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, \$100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Hongkong, 1st July, 1896.

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Coche* (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 21st July, at Noon.

*Goiki* (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 8th August, at Noon.

*Doris* (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 25th August, at Noon.

THE Company's Steamship

"COPTIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on TUESDAY, the 21st July, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 6th July, 1896. [1045]

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S PATENT'S GENUINE COMPOSITION RED HAND BRAND. HARTMANN'S GREY PAINT. DAILER'S PATENT MOTOY LAUNCHES &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 14th May, 1896. [1046]

## U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Peru* (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Monday, 13th July, at Noon.

*City of Rio de Janeiro* (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Wednesday, 29th July, at Noon.

*City of Peking* (via Nagasaki, Kobe, Inland Sea and Yokohama) Sunday, 16th August, at Daylight.

THE U. S. Mail Steamship

"PERU" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on MONDAY, the 13th July, 1896, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Venezuela, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. (the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 6th July, 1896. [1045]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. L. YLDES FLUID

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. D. HUMPHREYS & Co.,  
Bank Buildings.

Hongkong, 24th March, 1896. [1047]

## Mails.

## NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.  
Excellent accommodation. First-class Table, Doctors and Stewards carried.

HONGKONG TO NEW YORK \$350.  
The Railroad traveling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.  
Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

*Victoria* ..... 1,167 | Saturday ..... 1 July 11.  
*Olympia* ..... 1,608 | Wednesday | July 29.

*Brasmar* ..... 1,601 | Sunday ..... Aug. 16.  
*Tacoma* ..... 1,549 | Thursday ..... Sept. 3.

*Victoria* ..... 1,167 | Monday ..... Sept. 21.  
*Olympia* ..... 1,608 | Friday ..... Oct. 9.

THE Steamship

"VICTORIA,"  
Captain A. Gove, sailing at 2 P.M. on SATURDAY, the 11th July, will proceed to VICTORIA, B.C. and TACOMA, Wash., via AMOY, FOCHOW, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to  
DODWELL, CARILL & Co.,  
General Agents.  
Hongkong, 10th July, 1896. [1048]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PESEMAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"PESHAWUR,"  
Captain F. J. Cole, carrying Her Majesty's Mails, will be despatched from this office BOMBAY, &c. on THURSDAY, the 10th July, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. *Carthage*, leaving that port on the 7th August for London direct.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 2nd July, 1896. [1049]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUMATRA, PORT SA